

Shipping—Steamers.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"KLEIST"	WEDNESDAY, Capt. Rud Meyer
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY and MEL	"PRINZ SIGISMUND"	TUESDAY, Capt. v. Binzer
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ LUDWIG"	About TUESDAY, Capt. v. Binzer
KUDAT and SANDAKAN	"BORNEO"	Middle of March.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 19th February, 1908.

WEST RIVER BRITISH STEAMSHIP
COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI"
SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS.
These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by
Electricity.
THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS
VERY FINE AND EXHILARATING.

For further information apply to—
BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. COMPANIES.
Hongkong, 2nd November, 1907.

REGULAR HONGKONG-CANTON LINE OF
STEAMERS

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 9.30 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light
and Fans and were specially built for this trade. Excellent cuisine.
The Company's Wharf is at the end of Wing Lok Street (Tram Station).
Canton Agents—Messrs. E. Pasquet & Co.
For further particulars, please apply to—

BARRETTO & CO.,
Agents.

Hongkong, 5th April, 1907.

JAVA-CHINA-JAPAN LIJN.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	Second half Feb.	JAPAN	Second half Feb.
TJIKINI	JAVA	Second half Feb.	JAPAN	Second half Feb.
TJILWONG	JAPAN	Second half Feb.	JAVA	Second half Feb.
TJIMAH	JAVA	Second half Feb.	JAVA	First half Mar.
TJIBODAS	JAVA	First half Mar.	JAPAN	First half Mar.
TJILATAP	JAVA	Second half Mar.	JAVA	Second half Mar.

The Steamers are all fitted throughout with Electric Light and have Accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
YORK BUILDINGS, 1st floor,
Hongkong, 13th February, 1908.

Hotel.

HOTEL CRAIGIEBURN,

FLUNKER'S GAP, the PARK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 18th July, 1900.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft. bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Docking
and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

IMPERIAL BREWING COMPANY,
LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.
BARRETTO & CO.,

General Agents.

Hongkong, 22nd October, 1907.

THE PHILIPPINES CARNIVAL.

February 27th to March 3rd.

SPECIAL STEAMERS. SPECIAL RATES.

A SPLENDID OPPORTUNITY TO TAKE AN

EXCURSION TO MANILA

AND SPEND

A WEEK OF GAIETY.

A WEEK OF FUN.

A WEEK OF SPORTS.

GORGEOUS PROCESSIONS.

MAGNIFICENT PAGEANTRY.

MASKED BALLS.

Return Trip from Hongkong to Manila

\$50.00.

As an inducement to Hongkong residents to patronise this important event, besides enjoy-
ing a holiday of reasonable length, Messrs. Shewan, Tomes & Co. have decided to
despatch their steamer ZAFIRO for a special Carnival trip, leaving Hongkong at 4 P.M. on
the afternoon of SATURDAY, the 22nd FEBRUARY. The ZAFIRO will reach Manila on
Tuesday morning, and in order that the full round of festivities may be enjoyed they shall not
despatch the steamer from Manila until 7 A.M. on the morning of Tuesday, the 3rd March.
She will reach Hongkong again at daylight on Thursday, the 5th March.

The Passengers, should they so desire, may make arrangements to remain on board during
steamer's stay in Manila.

Special arrangements have also been made by Messrs. Jardine, Matheson & Co., Ltd., and
Messrs. Butterfield & Swire.

Hongkong, 17th February, 1908.

ENCORE FIENDS.

WHO PAY FOR LITTLE AND EXPECT MUCH.

An unpleasant feature of the past one or two
musical seasons has been the increased activity
of the "encore" fiend, who has been making
concert-going exceedingly disagreeable for the
genuine music-lover. Glancing through recent
chronicles of musical events, one sees, fairly
frequently, such paragraphs as the following:

After three encores and twenty recalls Mme.
appeared on the platform in her cloak.
Two or three years ago the "encore" nuisance
had been checked to some extent, but it has
now again attained to such a pitch that many
artists are seriously considering what steps to
take to mitigate—if they cannot do away with
—the practice. One or two are resolutely
declining to give any extra items, and others
have been driven to the necessity of giving the
public some very broad hints, such as the one
described in the paragraph above, as to the
unreasonableness of expecting so much.

Not only in the concert-room is the nuisance
rampant, but at the opera, where for some
time past encores or even applause during an
act had been frowned upon, it has again pre-
vailed, during the recent autumn season.

AN INDEFENSIBLE CUSTOM.

There is not much to be said in defence of
the practice of "encoring." It is, of course, a
species of dishonesty. If you pay five shillings
to hear Mr. — play on the piano a dozen
pieces which he specifies beforehand you have
no more right to ask him to play extra items
than you have to steal. Naturally, Mr. —
generally plays encores in order not to offend
the public, upon whose favour his living largely
depends.

The encore fiend, too, is often so selfish and
inconsiderate; I have seen an artist who was
obviously so ill that his or her performance
was only barely possible, dragged on to the
platform time after time with requests for an
encore, when to everyone present the artist's
indisposition must have been patent.

Artistically the encore is indefensible, es-
pecially at the opera, where during the recent
Tetrazini furore, the action on the stage was
repeatedly stopped to allow the prima-donna to
repeat an aria. It does not matter so much in
the older Italian operas, but one shudders at the
thought that the practice may spread into
modern works.

The question is naturally a delicate one for
the artists. It is, of course, a mark of popular
favour to be asked for encores; but I am sure
that the great majority of executives would not
be sorry for the custom to disappear. "The
public should ask for an extra concert—and
pay for it," was the opinion given to me by one
well-known artist.

MME. PATTI'S DEVICE.

The first brilliant idea for checking the en-
core fiend was that of Mme. Patti, who hit
upon the device of appearing on the platform
in a cloak, and this custom is now being
gradually adopted by artists. It took Mme.
Tetrazini only a very few weeks to learn that
this was the best way of telling the London
public they would get no more that night.

For pianists a very good idea was introduced
by a well-known player. At the end of the
recital two attendants appear upon the plat-
form and with much pomp and circumstance
proceed to close the piano. Speaking of
pianists and their encores induces me to recall
the anecdote of Rubinstein, who, when asked
to play at an "At Home" chose Beethoven's
rather severe "Thirty-two Variations in C
minor." Asked for an encore he played them
through again, and always related with glee
how a lady came up to him afterwards and
asked him the name of the encore piece which
she liked "so much better than the first."

Violinists, as a hint to the audience, might
publicly unscrew the horsehair of their bows
at the end of the concert, and a summary way
of settling the whole difficulty is that which has
been recently adopted at Queen's Hall, namely,
of turning out the lights.

THE PROMENADERS' SUMMARY METHODS.
It is amusing to see the encore fiend rigoro-
usly routed at concerts such as the "promenades,"
where the real music lover is in the majority.
If the applause persists after a reasonable time,
the applauders are scowled at and lustily hissed
by the rest, who want to hear the symphony
that comes next, and are not going to wait any
longer. The "encore" fiend is generally the
least musical person in the audience, and de-
mands the repetition of the most trivial music.

There is yet another aspect of the question,
that of the indifferent artist who, if the ap-
plause continues an instant after his or her
disappearance, at once takes an encore which
was probably not asked for in the least. I
have often seen a singer thus rush on with an-
other song, barely reaching the platform be-
fore the applause had subsided. Here the
fault largely lies with thoughtless audiences
who are too generous in their applause gen-
erally.

I ought not to leave the subject without a
reference to that other nuisance of the concert-
room, the friends of a second-rate artist who
form an amateur "clique" and force an encore
upon the rest of the audience. They ought to
be dealt with severely. But how to deal with
them it is difficult to say.—Henry J. Coates in
Morning Leader.

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports for their kind
patronage and support, and desires to state
that she will be pleased to receive orders for
all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order and Cuffs
and Collars renewed on old ones.
Ladies and Children's Under-clothing, Chil-
dren's Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superioress will also be most pleased
to receive orders for the Children of the Poor School,
who are taught by the Sisters.

Hongkong, 18th April, 1908.

Intimations.

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,000,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & CO.
General Managers.

Hongkong, 2nd December, 1907. [48]

SWATOW DRAWN WORK
COMPANY.

38, WELLINGTON STREET.

Dealers in all kind of
HAND-MADE DRAWN CHINESE
LINEN, GRASS CLOTH, &c.,
all of the best quality;

ALSO
SWATOW BEST PEWTER-WARE,
CANTON EMBROIDERY and CHINESE
LACES,

all from the best French patterns.
HONGKONG AND SWATOW.
Hongkong, 10th October, 1907. [51]

To Let.

TO LET.

OFFICES and ROOMS on the 1st and 2nd
Floors of No. 14, Des Voeux Road
Central (formerly occupied by Messrs. Shewan,
Tomes & Co.)

HOUSE No. 11, Seymour Road, newly-
painted and colour-washed.
ONE FIVE-ROOMED BUNGALOW,
"The Nest," No. 24, Mount Gough, Pak
Garden and Tennis. (From 1st April next).

Apply to—
THE COMPRADORE DEPARTMENT,
Jardine, Matheson & Co., Ltd.,
Consanguine Road Central.
Hongkong, 4th February, 1908. [188]

TO LET.

NO. 4, 6, & 8, LEIGHTON HILL
ROAD.

Apply to—
HONGKONG AND KOWLOON
LAND AND LOAN CO., LD.,
No. 8, Queen's Road West.
Hongkong, 14th January, 1908. [126]

TO LET.—FURNISHED.

A SIX-ROOMED HOUSE on Robinson
Road.

Apply to—
"X,"
C/o Hongkong Telegraph.
Hongkong, 10th February, 1908. [215]

TO LET.

A HOUSE in KNUTSFORD TERRACE,
Kowloon.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.,
Hongkong, 1st February, 1908. [67]

TO LET.

OFFICES on TOP FLOOR, No. 1, CON-
NAUGHT ROAD, facing the Cricket
Ground.

No. 10, DES VOEUX ROAD CENTRAL,
1st Floor.

HATHERLEIGH, Conduit Road.
A HOUSE in CLIFTON GARDENS, Con-
duit Road.

OFFICES in YORK BUILDING,
GODOWNS in PRAYA EAST, BLUE
BUILDINGS, and No. 168, DES VOEUX
ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 6th February, 1908. [69]

TO LET.

NO. 5, MORRISON HILL.
ONE FOUR-ROOMED HOUSE, at
PRAYA EAST, near East Point.

Apply to—
JARDINE, MATHESON & CO., LD.,
Hongkong, 19th October, 1907. [60]

TO LET.

4-ROOMED HOUSES in GAP ROAD near
the Race Course within easy access to the
Lower Level Tramway. Rent very moderate.
FLATS for Eur opens in WILD DEL
BUILDINGS, No. 147, Wanchai Road.

Apply to—
PERCY SMITH & SETH.
Hongkong, 16th December, 1907. [72]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy
Town.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st February, 1908. [189]

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon.
Immediate Possession.

Apply to—
E. D. SASSOON & CO.,
Compradore Department.
Hongkong, 29th January, 1908. [101]

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS,

BY APPOINTMENT TO
HIS EXCELLENCY THE GOVERNOR
AND HOUSEHOLD.

DEPOT FOR

THE FINE PRODUCTS

OF

BURROUGHS WELLCOME & Co.,
LONDON.

'TABLOID' BRAND PRODUCTS.

'SOLOID' BRAND PRODUCTS.

'KEPLER' MALT EXTRACT.

'KEPLER' SOLUTION OF COD LIVER
OIL IN MALT EXTRACT.

BEEF AND IRON WINE (B.W. & Co.)

DARTING' LANOLINE PREPARA-
TIONS.

HAZELINE, "HAZELINE CREAM,"
"HAZELINE SNOW," &c., &c., &c.

'TABLOID' MEDICINE CHESTS, AND
POCKET MEDICINE CASES.

The Fine Products of BURROUGHS
WELLCOME & Co., are prescribed by
leading Physicians all over the World.

A. S. WATSON & CO.,
LIMITED,

CHEMISTS AND DRUGGISTS,

THE HONGKONG DISPENSARY,
ALEXANDRA BUILDINGS.

Hongkong, 15th February, 1908.

The Hongkong Telegraph

HONGKONG, THURSDAY, FEBRUARY 20, 1908.

THE TIENTSIN-PUKOW RAILWAY LOAN AGREEMENT.

A translation of the Agreement which was recently concluded between the British and Chinese Corporation and the Waiwupu, at Peking, in connection with the Tientsin-Pukow railway scheme has now been published and should prove of interest to those concerned with affairs in China. The first Article sanctions the issue of a loan by the German and British Banks Syndicate for five million pounds sterling at 5 per cent, to be styled "the Chinese Government five per cent. Tientsin-Pukow Railway Loan." This loan, we learn from the second Article, is to furnish the capital wherewith to construct a Government railway from the vicinity of Tientsin to connect the existing Peking-Shanhaikow line via Tschow Chinanfu to Tsien along the southern boundary of Shantung, and this line will hereafter be known as the northern section of the Tsin-Pu or Tientsin-Pukow line; and from Tsien to Pukow on the bank of the Yangtze opposite Nanking which shall hereafter be known as the southern section of the Tsin-Pu railway. The total distance of the two sections is 1,835 kilometres or equal to 2,170 Chinese li. The period of construction is expected to occupy four years, and a commencement must be made within six months after the Agreement was signed. Within the latter period, also, the syndicate must place the sum of £500,000 at the disposal of the Director General of the railway, that amount to be deducted from the original loan. Interest is to be paid every half year "by the Chinese Government either from the proceeds of the loan or from other sources as considered advisable." The next two Articles read in the following terms:—The loan is made for a term of 30 years, the repayment to commence at the end of ten years, and with exception noted in Art. 6 of this Agreement the amortisation to the banks concerned, Deutsch-Asiatische Bank and Hongkong and Shanghai Banking Corporation, shall be made in half yearly instalments out of the proceeds of the line or from such other source as the Chinese Government may

decide, payment being made in all cases 14 days previous to the date of issue. After the expiration of ten years the Chinese Government may if it so desire redeem the outstanding amount of the loan or any part of it any time before the twentieth year on the payment of a premium of 2½%, or £102 10s. on every £100 bond. After the twentieth year redemption can be made without premium; but in any case six months' notice must be given by the Chinese Government, and the method of redemption shall be by the drawing of additional bonds at each ordinary drawing. The Hongkong and Shanghai Banking Corporation and the Deutsch-Asiatische Bank are to receive a quarter per cent. as commission for acting as agents. The loan is secured in the following manner which we quote from Article 9:—"1.—By the internal revenues of the province of Chihli 1,200,000 Haikuan Taels a year; 2.—By the internal revenues of the province of Shantung 1,600,000 Haikuan Taels a year; and 3.—By the revenue of the Nanking Likan Collectorate 900,000 Haikuan Taels a year and of the Huai-an Native Customs 100,000 Haikuan Taels a year in the province of Kiangsu. The provincial revenues as above are declared free from all other loans, charges or mortgages." The loan, it is laid down, is to be issued in two or more instalments of bonds, the first issue of £3,000,000 being made as soon as possible after the signing of the Agreement, and subscriptions are to be invited in Europe and China. After referring to the conditions under which the account shall be kept, provision is made in the Agreement permitting the syndicate an extension of time should political or financial troubles cause a fall in the value of Government Stocks so that the successful issue of the loan would be rendered impossible on the terms named. It has also been agreed that the construction and control of the railway will be entirely in the hands of the Chinese Government, but British and German chief engineers will be selected to supervise the work. When the line is completed a European engineer-in-chief will be appointed to retain office so long as the loan subsists. With regard to the material which will be required for the line the Agreement says: "At equal rates and qualities, goods of German and British manufacture shall be given preference over other goods of foreign origin for the Northern and Southern sections respectively," but later on it is laid down that, in order to encourage Chinese industries, materials and goods manufactured in China will in all cases receive first consideration. The remainder of the Agreement is of a comparatively formal character.

CHINA'S FUTURE.

Under the heading of "When will China be able to stand alone?" an interesting article appears in the *Shanghai Mercury*. The article in question remarks: China has set before herself a stupendous task, no less than that of making herself a great Power. She has followed the example of Japan in so far that she has definitely made up her mind that she will break with the past because it is only by so doing that she can ensure her future. What are her chances of success? Has she; as Japan had, the necessary qualifications? And having them, will she employ them in the right way? What are the qualifications? First and foremost, ability on the part of her sons. That she has that is certain. No Japanese or Westerner can boast of greater natural powers than those of the Chinese if they are rightly developed, and wisely conserved. Whether she will use this ability to the best advantage remains to be seen. At present the outlook is somewhat doubtful. For what are the requirements of the case? Evidently, for some considerable time a course of apprenticeship. Japan submitted to it, not gladly, nor too willingly, but because she saw that her object could be attained in no other way. At the moment, China looks as if she were in too great a hurry. She has gone from one extreme to the other, a very natural course of procedure under the circumstances, but not necessarily a very wise one. Her education is but begun, and any premature action with untrained minds, untrained hands, and undigested schemes can but result in failure. China can never carry out the great scheme she has in view without money, and she can not hope to get that without a careful, systematic, and scientific development of her resources. Money she must have speedily, and in plenty, or her greatness will be postponed to the Greek Kalends. Is she going the right way to get it speedily and in plenty? We fear not. Possibly not a few of her sons will be disposed to question our reasons for thinking as we do. But we have, as we think, good ground for our assertions. In the first place we feel sure that a very great mistake is being made just now in the jealous shutting of all doors against foreign capital. We are in favour of every possible and reasonable safeguard, so that though foreign capital may for the time being reap its due benefit, the after result should be to the benefit of China, which indeed would be the whole purpose of the way most desirable, viz. in the opening

up of her resources, and the training of her sons. If it be objected that China will do these things for herself, the reply is that, for the time being, she cannot, and by so much she will be delaying and endangering the very development which she most desires. All this applies to railway making, mining, and industrial work generally. If in these a serious attempt is made to walk alone, failure is practically certain. What applies to the development of resources applies also to the application of them. China needs an army and navy. The first she has begun to develop. The second, she is talking about. Under pressure down south she has actually begun a serious effort to suppress piracy. But money is needed, and money is not forthcoming in anything like sufficient quantities at present. It will require many, many years before it is possible that China can have a navy as efficient as that of Japan, and till she has, her hopes of being received as an equal amongst equals will be doomed to disappointment. Consequently we are thrown back once again upon the financial question. One of two things must be done. It is better to develop than to borrow. It is also safer. Hence we see once more the shortsightedness of the policy now being pursued. Another question has to be answered before a decision can be come to as to the time it will take for China to become sufficiently developed to be received as an equal amongst the Powers. How long will it take for her to establish a modern system of law and legal procedure in place of the patchwork of local custom, old world enactments, and jurisprudence tempered with bribery, which is the "system" of the present? Not before that has been done to the satisfaction of the outer world will there be one whisper of the abolition of extrajurisdictional privilege. The United States may discover a huge mistake in their book-keeping and be honest enough to admit it, sending back millions of wrongly exacted dollars; but Washington will not subject one of her sons to torture or the amenities of Chinese prison practice as at present understood. Here again money will be required for the purpose of establishing a new legal procedure, a complete change in prison practice, including the building of hundreds of thousands of modern structures, and the enrolment of more police. A generation will be all too short for these things, especially if the present mistakes be persistently adhered to. The keynote to rapid success is rapid development.

LOCAL AND GENERAL.

The German cruiser *Leipzig* arrived from Swatow this afternoon.

RETREAT will be sounded by the pipes and drums of the 2nd Battalion Cameron Highlanders on Fridays on the Murray Barracks Parade ground.

STATION leave of absence, with permission to travel in the neighbouring countries, is granted to Lieutenant C. Kiley, R.A.M.C., from 23rd February to 7th March, 1908.

MR. C. S. GUBBIN, of the firm of Messrs. E. D. Sassoon & Co., has been appointed a director of the Hongkong and Shanghai Banking Corporation in place of Mr. A. J. Raymond, resigned.

THE R.M.T. *Hardings* is expected to arrive on 24th instant with 13th Rajputs, who will be quartered at Kowloon. The ship will sail for Karachi on or about 1st March with the 129th Baluchis.

THE Chinese Government has been invited by the Portuguese Government to send a representative to attend the conference on telegraphic developments which will be held at Lisbon this year.

THE Chinese merchants in Newchwang propose building a large storage godown to accommodate cargo from the interior during the closed winter season, and not to read it out via Taitienwan as they lose by sending it that way.

RESIDENTS on this side of the water were treated to a pretty, if destructive, spectacle, of a grass fire on the hills on the mainland beyond Stoncutter's Islands. It was the first of the season. It began about 8 p.m. and illuminated the surrounding hills for a great distance. By 9.30 p.m. it burnt itself out.

CHAN SEE, a coolie, having no fixed place of abode, entered the house of a shop coolie, at 70, On Tai Street, Central district, last night while the master of the house and his family were asleep, and appropriating a box containing about \$28 worth of clothing, started to leave the premises. Going down the staircase he met a policeman, who seized him. He was given six weeks' imprisonment at the Police Court, to-day.

INSPECTOR McHARDY, of the Sham-shu-Po Police Station, captured thirty-two gamblers in a raid at 70, Ma Loing Kwan village last night. There was a stampede when the building was entered and over thirty men managed to escape. The coolies, together with the gamblers and their money, were removed to the police station. At the Police Court, this morning, the two ringleaders were fined the sum of \$50 each for keeping a gambling house. The remainder, each fined \$20 for gambling on the premises.

MOORING BUOYS.

GOVERNMENT AND CHAMBER OF COMMERCE AT VARIANCE.

A VERY SERIOUS APPREHENSION.

The following letter on the subject of private mooring buoys in the harbour is included in the appendices to the Chamber of Commerce annual report issued to-day:—

Colonial Secretary's Office,
Hongkong, 4th January, 1908.

SIR,—Referring to your letter of the 5th September last, in which you have dealt at length with the proposal of this Government to make leased moorings in the harbour available to vessels other than those of the lessees, I am directed to put forward for the consideration of your Chamber a more detailed account than was given in my letter of the 6th August of the grounds upon which this proposal is founded.

1. The statement, that more than half of the total number of private moorings are always unoccupied, was based upon evidence obtained by the Harbour Master by personal observation extending over a period of more than two years, during 1904 and 1905, supplemented by daily verbal reports from the Boarding Officers; and by special daily reports made during 8 weeks at the beginning of last year. Subsequently to the receipt of your letter, under reply, His Excellency directed Captain Taylor to keep a further daily record for a period of three months, the result of which is shown in the enclosed table.

2. It will be observed that during this period the day average number of buoys occupied was 1906 out of a total of 24 of which however one was under repair during the whole and a second during the greater part of the time. The largest number of buoys occupied on any one day was 27, on the 1st and 2nd November, when there were 46 and 50 ocean steamers in the harbour respectively. The least number occupied was 11 on the 6th December, when there were 44 ocean steamers in port. Certain buoys were little used, the northern China Merchants' buoy being occupied on one day only, and by a vessel belonging to another line. Others were for the most part lent or leased by the owners, the Peninsula and Oriental Company's western buoy being occupied on 49 days by Japanese vessels, and not on a single occasion by vessels belonging to the Company. The Osaka Shosen Kaisha, who had on eight days only two vessels in the harbour at the same time, used their own buoy on 21 days only and other buoys on 61 days.

3. These figures would seem to be somewhat at variance with the experience of the representatives of several leading shipping companies, quoted by you, that it is of quite rare occurrence for them to receive any request from agents of other lines for the use of their moorings.

4. They show further that a number of the best positions in the harbour are continually unoccupied at a time when the less desirable anchorages are filled with vessels which have no private moorings. In 1906, 88 of the 100 best positions in the harbour were occupied by vessels whose owners or agents were not buoy owners, and your committee will, I think, agree that in the interests of the trade of the port this important minority is entitled to some further consideration than is at present shown to them.

5. With regard to the Chamber's request that they may be supplied with the names of owners or their representatives who have complained of their inability to secure the use of moorings, I enclose a list of ships the masters of which have been most persistent in making verbal complaint together with the names of their owners or agents.

6. It is hardly correct to say that a certain number of vessels, chiefly engaged in the Pacific trade, cannot use any of the fixed buoys owing to the weight and length, as with the exception of *S.S. Shamui* and *Tremol* these ships have their own moorings and invariably use them.

7. The argument that many steamers would be greatly inconvenienced if ordered to discharge at a particular point, for instance, at East Point, presupposes that the Harbour Master either a complete ignorance of the needs of the shipping or a habitual disregard of their convenience. The Chamber may, I think, rest assured that in the event of the adoption of the proposed scheme the interests of the shipping will be fully considered.

8. The contention that difficulties would be experienced in connection with the shifting of a vessel before finishing discharge to make room for a vessel belonging to the owner of the buoy occupied is met to a great extent by the suggestion made in my letter of the 6th August that owners should notify the Harbour Master, on any of their buoys becoming vacant, when they expect the arrival of another of their vessels to occupy it. As you point out, the universal use of the telegraph gives ample time to any one who understands his business, in which category the Harbour Master may be included, to make the necessary berthing arrangements.

9. The Committee admit that unoccupied buoys, if not required by their owners, should be placed at the disposal of others, provided that this does not in any way interfere with their own business. They state further that the movements of ships are known to their agents here at least some 48 hours prior to arrival, a period which would in most cases be amply sufficient to enable the Harbour Master to make all necessary berthing arrangements. It is therefore difficult to understand on what grounds the committee absolutely dissent from the suggestion in paragraph 3 of my former letter referred to above, that owners should notify the Harbour Master of the expected arrival of their vessels, in order that he may make arrangements to place their buoys at their disposal.

10. The proposition that the present Harbour Master's views on the general subject

are at variance with those of his immediate predecessors is not correct. Captain Ramsey discussed the matter with Captain Taylor and assisted him in drafting the scheme at originally put forward, and Captain Ramsey-Lawrence's approval of it is on record.

11. The propriety of Hongkong depending to a large extent, as has frequently been urged by your Chamber, upon its shipping, and the present proposals are the outcome of a very serious apprehension, which may prove to be not altogether unfounded, that disadvantages under which a considerable percentage of the vessels visiting the port are placed as regards berthing accommodation may tend to make the port unpopular and so to drive trade away.

Your committee are of course at one with this Government in their desire to foster trade by every means in their power, and His Excellency is confident that the figures and arguments now put forward will receive their most careful consideration. Before effect is given to the scheme it would of course be necessary to arrange certain details regarding such questions as the notifying of ships of the moorings they are to take up, damage done to buoys and similar matters.

12. I am empowered by Messrs. Dodwell & Co. and by Messrs. McGregor Brothers and Gow to say that the proposed scheme has their approval, and it is understood that Messrs. Butterfield and Swire and Messrs. Shaw, Bates & Co. are not opposed to it.—I am, &c.,

F. H. MAY,

Colonial Secretary.

The Secretary,
General Chamber of Commerce.

CANTON DAY BY DAY.

WEST RIVER PATROL.

[From Our Own Correspondent.]

Canton, 19th February.

The two steam launches *Chun On* and *Yuen Wo*, the former of which belongs to the Canton Bunding Bureau and the latter to the Canton Government Cement Works at Honam, have, by order of the high authorities, been placed on the disposal of Acting Admiral Li Chun for patrol duties on the river.

ANTIMONY ORE.

The output of antimony ore from the mines in the district of Kuk Kong for the twelfth month of the last Chinese year is 3,100 catty.

ROBBERY.

A shed situated on the Mau Sh in Hills, near the second section of the Canton-Hankow Railway for temporary quarters of the workmen and godowns, etc., was entered by a gang of robbers on the 13th instant. All the workmen's clothing and other articles that the robbers could lay their hands on were carried away.

ARMS SHOP RAIDED.

Yesterday a detective of the Central Police Station, with a posse of men, raided a shop in Ping Chow which was dealing clandestinely in arms and ammunition and effected the seizure of a quantity of these items. The owner of the shop was arrested and brought to the Police Station to be tried and punished.

APPOINTMENTS.

Mr. Cheung Fung-tai has been appointed Magistrate of the district of Namhoi, and Magistrate Cheng Wing transferred to the district of Yum-chow. Mr. Chow Yachun is appointed magistrate of the district of Panyu in place of the present magistrate, Lau Hing-fong.

A Peking telegram states that H.E. the Viceroy, Chang Jen-chun, has memorialised the Throne stating that all the troops are required to be trained in the province of Kwangtung are now being formed into regiments, and a quantity of arms and ammunition has been ordered from a German firm the cost of which will amount to Marks 25,000.

MISSING BIRTH CERTIFICATE.

CASE TO RECOVER IT TAIL.

What might have been a very interesting case had it been entered into came to a very sudden end at the Supreme Court this morning. The case was that in which John Sam Hee, a trader, residing at 36, Wing Lok Street, sought to recover from the Kowloon Dispensary and San Shui the missing papers, a birth certificate which had been taken from him by the District Registrar of Townsville, Queensland, Australia, and which he had deposited with the defendants on 7th March, 1905. In the alternative plaintiff claimed \$1,000 and costs.

Mr. R. H. Gardner, of Messrs. Drutton and Hett, who appeared for the plaintiff, asked for an adjournment on the ground that he could not proceed with the case as his witnesses and the plaintiff were not in the Colony.

Mr. Justice Wise refused to grant an adjournment.

Mr. Otto Kopp Sing, who was for the defendants, was of opinion that the plaintiff had ample time to secure his witnesses.

Mr. Justice Wise—Why couldn't the plaintiff get his witnesses?

Mr. Gardner stated what when the case was first brought up it was put over the Chinese New Year.

Mr. Justice Wise—It is the Chinese New Year now.

Mr. Gardner stated that the plaintiff went to Macao to get his witnesses. When he arrived there he found his sister ill, and he was being kept there.

Mr. Justice Wise said he was "very sorry" for the sister, but he could not allow another adjournment. The plaintiff had ample time to get his witnesses ready. There would be judgment for the defendants with costs.

Mr. Gardner applied for liberty to re-open the case.

Mr. Justice Wise informed him that he would have to apply for a writ of *habeas corpus* to get him out of the case.

Telegram.

"HONGKONG TELEGRAPH" SERVICE.

THE LATE MR. E. DE BAVIER.

INQUEST CONCLUDED.

JURY'S VERDICT.

[From Our Own Correspondent.]

Shanghai, 20th February, 1908.

2.45 p.m.

The Coroner's inquiry into the death of Mr. E. de Bavier has been concluded.

The jury returned a verdict that the wound on the deceased was self-inflicted while in a depressed mental condition brought on by business worries.

[According to our special Shanghai telegram of the 17th inst., the late Mr. Bavier, who had been suffering from depression for some time, shot himself in bed at 11.30 a.m. that day. He was immediately killed.—Ed., D. K. T.]

LIGHTER FOUNDERS IN THE HARBOUR.

CREW RESCUED FROM WATER BY N. D. L. LAUNCH.

The lighter *Ariel*, belonging to Messrs. Wilks and Jack, foundered in the harbour, opposite the Harbour Office, on Tuesday morning. At the time the mishap took place the *Ariel* had on board a crew of about twenty-five persons, and was, so it is stated, leaving the harbour. A strong wind was blowing, the sea was rather choppy, and with considerable difficulty the *Ariel* managed to make any headway. Arriving opposite the Harbour Office she tilted to one side and in the next minute a wave struck her and she foundered. The crew jumped into the water, and were picked up later by the N. D. L. launch, which was passing when the foundering occurred. We are informed that steps are being taken to raise her.

DEATH OF CAPTAIN W. P. JOHNSTON.

WELL KNOWN ON THE CHINA COAST.

It is with regret, says the *Shanghai Mercury*, that we have to chronicle the death of Captain William Peter Johnston, of the *Shanghai*, who had been sailing for some time and his death took place today, the 19th inst., at his residence, No. 43 Wootton Road. The deceased was a native of Sweden, and came to the East in the sixties, being known in Shanghai first as a pilot, and then as a captain. He was a well-known figure in the harbour, and his death is a great loss to the shipping community. He was a well-known figure in the harbour, and his death is a great loss to the shipping community. He was a well-known figure in the harbour, and his death is a great loss to the shipping community.

A CLEVER French angler has invented a new kind of spinning bait, which is nothing else than a fish mummified. The method which he followed is described below and will certainly be found very ingenious. He first procured some small fresh dace, which he placed in a large bottle of salted water, and they remained for several days, being turned several times and watched. Finally they were taken out of the bottle, an injection of chloride of zinc made through their vents, and they were left on a board to dry. Twenty-four hours later he had a set of beautifully "mummified" baits, bright and clear as silver and perfectly odourless. A coat of varnish was then applied, and when they had dried they were wrapped in bits of silver paper and left alone for six weeks, before any attempt was made at their use. When unpacked they were discovered to be in excellent condition, and upon a thorough trial were found to act well and prove an attractive bait. The only fault to be found was that the varnish had slightly dulled their former silvery appearance. The French angler suggests that if the matter were to be taken up by some waterman, and intelligent tackle maker, who could correct that defect, the latter would soon be able to offer the trade and consumer a very low priced "mummified" bait, which would leave the ordinary preserved or artificial bait far behind.

SHIPPING AND MAILS.

MAILS NOW.

German (*Kiel*) 15th inst.

American (*Memphis*) 17th inst.

German (*Prinz Ludwig*) 18th inst.

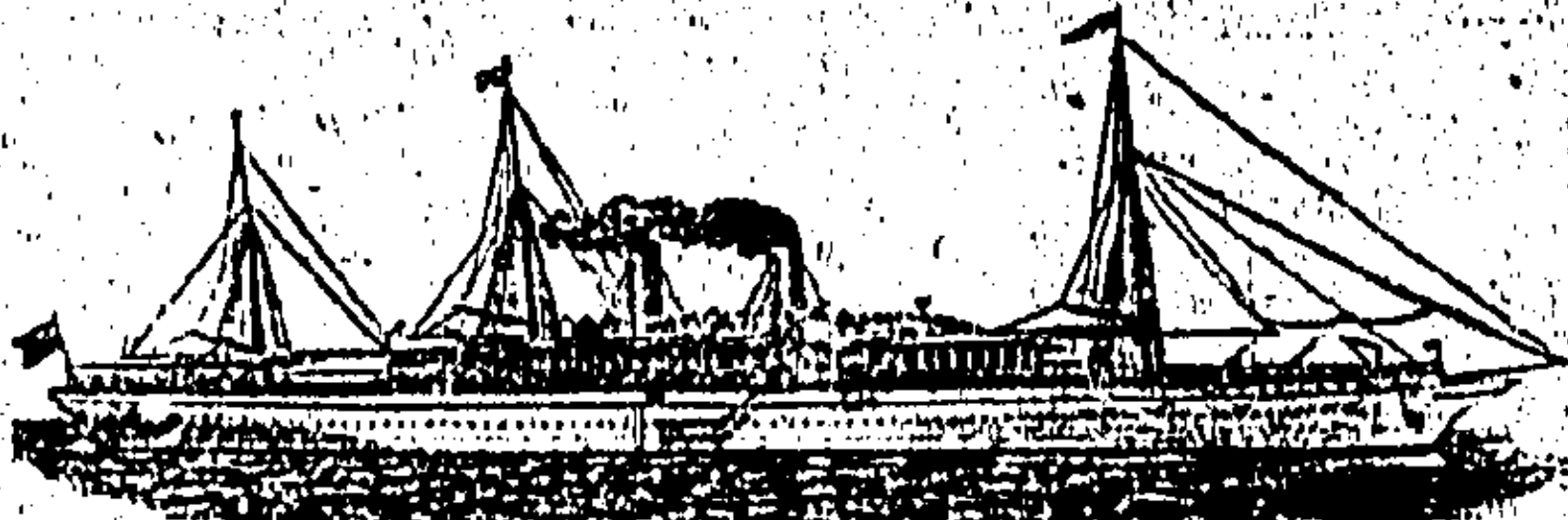
The *Admiral* Co. *Admiral* *Admiral*

Calcutta left Singapore yesterday.

San Francisco left yesterday.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER

Table with 4 columns: R.M.S., Tons, LEAVE HONGKONG, ARRIVE VANCOUVER. Rows include EMPRESS OF CHINA, EMPRESS OF INDIA, EMPRESS OF JAPAN, GLENFARG, and LENNOX.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 23 days, from YOKOHAMA, and 29 days from HONGKONG.

INDO-CHINA STEAM NAVIGATION CO., LD.

Table with 3 columns: For, Steamship, On. Rows include MANILA, SHANGHAI, SINGAPORE, PENANG, CALCUTTA, LAKE, and MOJI.

FOR THE MANILA CARNIVAL. A Special reduced fare of 50 for Return Passages will be issued for our Sailings to Manila of the 21st and 28th inst., available for 30 days from date of issue.

JARDINE, MATHESON & CO., LD. General Managers. Hongkong, 20th February, 1908.

CHINA NAVIGATION CO., LIMITED.

Table with 3 columns: FOR, STEAMERS, TO SAIL. Rows include NINGPO & SHANGHAI, MANILA, SHANGHAI, SHANGHAI & CHINKIANG, CEBU & ILOILO, MANILA, and MANILA, ZAMBOANGA & COLONIES.

Butterfield & Swire, AGENTS. Hongkong, 20th February, 1908.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon and ships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Table with 5 columns: Steamship, Tons, Captain, For, Sailing Dates. Rows include ZAFIRO and RUBI.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS. Hongkong, 15th February, 1908.

CHINA & MANILA STEAMSHIP CO., LIMITED.

MANILA CARNIVAL.

A CARNIVAL will be held in MANILA under Government auspices commencing on the 27th FEBRUARY, 1908. As an inducement to Hongkong residents to patronise this important event, besides enjoying a holiday of reasonable length, we have decided to despatch our steamer "ZAFIRO" for a special Carnival trip, leaving Hongkong at 4 P.M. on the afternoon of SATURDAY, the 22nd FEBRUARY.

For further particulars, apply to the Undersigned. SHEWAN, TOMES & CO. General Managers. Hongkong, 22nd January, 1908.

Shipping—Steamers.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS and SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship "SAINT PATRICK" About the 16th March, 1908.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents. 123

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Table with 4 columns: Steamship, Tons, Captain, Sailing. Rows include Shawmut, Tremont, and Kumerick.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR, AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EASTERN."

Captain McArthur, will be despatched as above, on SATURDAY, the 29th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 5th February, 1908. [193]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN

HONGKONG, CALLAO

AND

IQUIQUE via JAPAN PORTS

(KARATSU, KOBE AND YOKOHAMA).

With liberty to call at HONOLULU and SALINA CRUZ.

Steamers Tons To sail

KASATO MARU 6,100 Some time First half of April

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to K. MATSUDA, Manager, Yok Building.

Hongkong, 17th February, 1908. [18]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. E. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabin.

Passage Fare—Single Journey \$4.

Meals \$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.

SHIP ON S.S. CO., LD.

No. 8, Queen's Road, W.

Hongkong, 2nd July, 1907. [12]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship "HAITAN," Captain Roach, will be despatched for the above Ports, TO-MORROW, the 21st inst., at 10 o'clock A.M.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 20th February, 1908. [234]

"SHIRE" LINE OF STEAMERS.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship "FLINTSHIRE" will be despatched for the above Ports, on SATURDAY, the 22nd inst., at Noon.

For Freight, etc., apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 19th February, 1908. [97]

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask ex Factory.

In Bags of 250 lbs. net \$8.00 per Bag ex Factory.

SHEWAN TOMES & Co., General Managers.

Hongkong, 3rd October, 1907. [12]

OPEN CYCLE RACE.

FIRST PRIZE:

New Humber Bicycle.

SECOND PRIZE:

Fair Dunlop Tyres.

THIRD PRIZE:

Pair of Inner Tubes, one Bell and one Lamp

ALL PRIZES PRESENTED BY THE DRAGON CYCLE COMPANY.

The Scratch Road-race for the above prizes will take place on CHINESE NEW YEAR DAY over a course to be announced later.

ENTRANCE FEE \$3.

ENTRIES CLOSE ON JANUARY 31, WITH THE DRAGON CYCLE CO., 11, D'AGUIAR STREET. Hongkong, 16th January, 1908. [14]

LEE YEE HAIR DRESSING SALOON.

HAS ALWAYS ON HAND CIGARS, CIGARETTES AND TOILET REQUISITES FOR SALE. 12, D'AGUIAR STREET, HONGKONG.

HONGKONG AVERAGE MARKET PRICES.

Corrected 15th February, 1908, per 5 Mts.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B. 20

Corried—Ham Ngau Yuk 20

Roast—Shiu 20

Breast—Ngau Lam 15

Soup, Tong Yuk 15

Steak—Ngau Yuk Pa 20

Sirloin—Ngau Lau 20

Sausages—Ngau Yuk Chang 20

Bullock's Brains—Know per set 10

Tongue fresh—Ngau Li each 50

Comed—Ham Ngau Li 55

Head—Ngau Tau 85

Heart—Ngau Sum per lb 13

Hump, Salt—Ngau Kin 18

Feet—Ngau Keok each 7

Kidneys—Ngau Yiu 10

Tail—Ngau Mei 17

Liver—Ngau Con 13

Tripe (undressed)—Ngau To 6

Calves' Head and Feet—Ngau-chai-tai-keok set \$1.00

Mutton Chop—Yeung Pai Kwat 22

Leg—Yeung Pei 22

Shoulder—Yeung Shau 22

Pigs' Chitterlings—Chi cheong 24

Brains—Chi Know per set 2

Feet—Chi Keok 2

Fry—Chi Chak 15

Head—Chi Tau 15

Heart—Chi Sum each 19

Kidneys—Chi Yiu pair 8

Liver—Chi Kon 30

Fork, Chop—Chi Pai Kwat 22

Comed—Ham Chu Yuk 24

Leg—Chi Chai 24

Fat or Lard—Chu Yau 20

Sheep's Head and Feet—Yeung Tau 55

Keok each 6

Heart—Yeung Sum each 10

Kidneys—Yeung Yiu 22

Liver—Yeung Con 22

Sucking Pigs, To Order—Chu Chai 22

Suet Beef—Sang Ngau Yau 20

Mutton—Sang Yeung Yau 22

Veal—Ngau Chai Yuk 20

Sausages—Ngau Chai Yuk Tong 20

POULTRY.

Chicken—Kai Chai 28

Capon, Large, Small—Sin Kai 28

Ducks—Ap 22

Doves—Pan Kau each 16

Eggs, Hen—Kai Tau per doz 24

Fowls, Canton—Kai Tau 28

Hainan—Hoi Nam Kai 32

Geese—Ngo 24

Wild Shanghai—Sheung Hoi Ye 24

Goose, Wild 24

Musk Deer—Wong Keng each 55

Hare—To Chai 55

Partridge—Che Khoo 55

Pheasant—Shan Kai pair \$1.60

Pigeons, Canton—Pak Kup each 35

Quail—Um-Chun 27

Rice Birds—Wo Fa Cheuk dozen 20

Snipe—Sa Chui each 22

Turkeys, Cock—Fo Kai Kung per lb 60

Hen 50

Wild Ducks, Shanghai, Sui-ap pair 10

Teal, Shanghai, Sui-ap Chai pair 10

Wild Ducks, Canton—Sang Shing Sui Ap per pair 85

FISH.

Barbel—Ka Yu 70

Bream—Bin Yu 70

Canton Fresh Water Fish—Hoi Sin Yu 14

Carp—Li Yu 18

Catfish—Chik Yu 18

Codfish—Mun Yu 24

Crabs—Hai 15

Cattle Fish—Muk Yu 20

Dab—Sa Mang Yu 14

Dace—Wong Mei Lun 10

Dog Fish—Tit Tu Sa 14

Eels, Congor—Hai Man Yu 14

Fresh water—Tam Sui Yu 14

Yellow—Wong Sin 24

Frogs—Tien Kai 28

Garoupa—Sek Pan 48

Gudgeon—Pak Kup Yu 72

Herrings—Tso Pak 20

SHARK—SA YU TID 9

Skate—Po Yu 10

Shrimps—Ha 18

Snapper—Lap Yu 24

Soles—Tat Sa Yu 20

Tench—Wan Yu 18

Turbot—Cho Hoi Yu 60

Turtles, small, fresh water—Kaok Yu 24

White Bait—Ngau Yu Chai 20

FRUITS.

Almond—Hung Yan 24

Apples, (California)—Kam San Ping 35

Co. (Chefoo)—Tin Chun Ping 35

Small—Hoi Tong 10

Custard—Fan Lai Chi each 10

Bananas, fragrant, Canton—Sang Sheng 10

Heung Chiu 10

(Bridges), Macao—Sai Heung Chiu 10

Chasunuts, Chinese—Foong Lut 10

Carambola—Yeung Tou 10

Cocoanuts—Yeh Tai each 10

Grapes—Sin Tai 10

Lemons, China—Ning Moong 6

Amer.—Kum San Ning Moong 5

Lichees, Small Stone—Lai Chi Con 20

Fresh, Lai Chi 10

Limes, (Saigon)—Sai Kung Ning 10

Moong each 5

Mango, Manila—Lui Sung Moong 10

Mango, Saigon—Sai Kung Moong 10

Mangosteens, San Chuk Tai dos 7

Oranges, Tim Chang 7

Small—Tai Kut catty 10

Mandarin—Tim Kut 10

Olives—Pak Lam 8

Passion Fruit each 10

Pears, (American)—Kam San Shut Li 10

(Canton), Cooking—Sa Li 14

(Shanghai)—Sheung Hoi Li 18

Peanuts, Fa Sang 10

Perimmons, Large, Hung Chiu 10

Pine-apples, 1st quality—Sheung Poon 10

Ti Paw-law each 8

and cooking—Chung-tung 10

Paw-law 10

Platons—Tai Chiu 10

Plums, Swatow—Hung Lai 10

Pumelo, Siam—Chim Lo Yau each 10

Walnuts, Hop Tou 12

Green—Sang Hop Tou 12

Shanghai Lo Kwat 12

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah 6

Chi Chai 6

Beans, (French) Macao—Oh Moon Pin 9

Tau 9

Beans, (French), Shanghai—Sheung Hoi 9

Pin Tau 9

Beans, Sprout—Ah Chai 4

Beans, Long—Tau Kok 4

Best Root—Hong Choi Tau each 12

Brinjals, Green—Chang Yuen Ker 4

Brinjals, Red—Hung Ker 4

Brassica—Pak Choi

Notice of Firm.

INTERNATIONAL SLEEPING CAR
and
EXPRESS TRAINS CO.
(THE
GREAT TRANS-SIBERIAN ROUTE
TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with, above.

SHEWAN, TOMES & Co.

Agents.

Hongkong, 31st July, 1907. 147

Consignees.

S.S. "TOKIN".

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from Cettie ex s.s. "Omara," from Vathy ex s.s. "Sagittaria," and from Bordeaux ex s.s. "Ville de Bordeaux" and "Carthage," in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded "on unless intimation is received from the Consignees before 3 P.M. TO-DAY," requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 24th February, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 24th February, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 24th February, at 3 P.M.

No Fire Insurance has been effected.

J. MILLET,

Agent.

Hongkong, 17th February, 1908. 14

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"MANILA".

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 23rd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 17th February, 1908. 17

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's Steamship

"LAISANG".

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 5 P.M., the 20th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 18th February, 1908. 18

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES:

S.S. "BENLAVERS".

FROM MIDDLESBROUGH, LONDON AND

STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 18th February, 1908. 19

Shipping.

Arrivals.

Ship	From	Agent	Date
Triumph, Ger. s.s.	685, J. Bendixen, 19th Feb.	Haiphong and Hoihow 18th Feb.	Geo.-J. & Co.
Tamba Maru, Jap. s.s.	3,802, C. H. Butler, 20th Feb.	Singapore 14th Feb.	Geo.-J. & Co.
N. Y. K.			
Shawmut, Br. s.s.	6,192, E. V. Roberts, 20th Feb.	Seattle 7th Feb. and Manila 17th Feb.	D. & Co., Ltd.
Kwongsang, Br. s.s.	1,42, W. P. Baker, 20th Feb.	Shanghai 16th Feb. and Swatow 19th Feb.	J. M. & Co.
Antiochus, Br. s.s.	5,795, G. D. Keay, 20th Feb.	Liverpool 5th Jan. and Manila 17th Feb.	Geo.-J. & Co.
Fukura Maru, Jap. s.s.	1,456, H. Sakamoto, 20th Feb.	Moji 14th Feb. Coal—M. B. G. K.	
Delhi, Br. s.s.	4,783, J. D. Andrews, R.N.R.	20th Feb.—Bombay and Singapore 15th Feb. Mails and Gen.—P. O. S. N. Co.	
Leipzig, Ger. cruiser	3,203, Tregatskogit	Engel, 20th Feb.—from Swatow.	

Clearances at the Harbour Office.

Kwongsang, for Canton.
Kwongsang, for Shanghai.
Haifong, for Swatow.
Helene, for Hoihow.
Carl Friedrich, for Haiphong.

Departures.

Ship	To	Agent	Date
Benlawers, for Japan.			Feb. 20.
Daewoo, for Swatow.			
Fooking, for Shanghai.			
Szeana, for Singapore.			
Chongking, for Swatow.			
Yunnan, for Canton.			
Kwongsang, for Canton.			

Passengers arrived.

Per Kwongsang, from Shanghai, &c.—Dr. and Mrs. Wright, and Mr. Tung Hoi Kee.
Per Tamba Maru, from Singapore for Hongkong—Mr. W. E. D. Cole, Capt. and Mrs. Low, Messrs. A. H. Brook, A. R. Sutherland, Geo. Turner and S. Miki. For Kobe—Messrs. Stephen, Y. Saito, K. Nakabayashi, G. Colo, and Mrs. S. Yamada. For Yokohama—Madames Jeanne, Reichard Wood, Ryan, de Beauregard, Noidan, Isbecque and Jourdan, Messrs. D. Collier, R. Montgomery and K. Horiba.
Per Shawmut, from Manila—Mr. Col. La Garde, Mr. and Mrs. L. La Garde, Mr. T. V. Thomson, Mr. and Mrs. J. M. Poizat, Mr. and Mrs. A. H. Poizat, Mr. Poizat, Dr. and Mrs. C. G. Murray, Mrs. Wright, Dr. and Mrs. C. C. de Selms, Capt. R. A. Preston, Mrs. M. A. Rader, Mrs. Schermer, Mrs. Watson, Mrs. Abt, Capt. and Mrs. Newton, Mrs. Christian, Mr. M. F. Davies, Mrs. Southworth, Mr. and Mrs. Andes, and Mr. Geo. Martin.
Per Yawata Maru, from Japan—Mrs. V. K. Collard, Mr. A. Mack, Misses A. Mack, M. Mack, Messrs. F. W. Wood, H. Briggs, Y. Nakamura, Mr. and Mrs. Ohisu, Messrs. K. Tsutsumi, Y. Katow, Mr. and Mrs. Jardine, Miss Jardine, Messrs. T. Loney, I. Saito, J. B. Gomes, O. Fujimoto, and Mr. and Mrs. Lee Ling.

Passengers departed.

Per Yawata Maru, for Japan—Mrs. V. K. Collard, Mr. A. Mack, Misses A. Mack, M. Mack, Messrs. F. W. Wood, H. Briggs, Y. Nakamura, Mr. and Mrs. Ohisu, Messrs. K. Tsutsumi, Y. Katow, Mr. and Mrs. Jardine, Miss Jardine, Messrs. T. Loney, I. Saito, J. B. Gomes, O. Fujimoto, and Mr. and Mrs. Lee Ling.

Shipping Reports.

Str. Kwongsang, from Shanghai, &c.—Strong N.E. breeze and moderate high sea.

VESSELS IN PORT.

Ship	From	Agent	Date
Amara, Br. s.s.	1,517, C. J. Matlock, 16th Feb.	Saigon 11th Feb. Rice—M. & Co.	
Amigo, Ger. s.s.	822, N. J. Balzer, 18th Jan.	Haiphong and Hoihow 17th Jan.	Geo.-J. & Co.
Carl Friedrich, Ger. s.s.	774, J. Kayser, 14th Feb.	Haiphong 11th Feb.	
Hoihow 13th, Rice and Gen.—J. & Co.			
Cheong Shing, Br. s.s.	1,256, F. Wheeler, 18th Feb.	Canton 18th Feb. Gen.—J. M. & Co.	
Chunsoang, Br. s.s.	1,427, Sawyer, 13th Feb.	Sourabaya 2nd Feb. Sugar—J. M. & Co.	
Derwent, Br. s.s.	1,556, J. Jenkins, 15th Feb.	Saigon 11th Feb. Rice—Chinese.	
Drulair, Nor. s.s.	1,102, F. Bing, 18th Feb.	Bangkok 10th Feb. Rice—N. Y. K.	
Elgin, Br. s.s.	2,443, Potts, 14th Feb.	Portland 26th Jan. and Mororan 5th Feb.	Crain, & Co., & S. S. Co.
Empress of China, Br. s.s.	3,046, R. Archibald, R.N.R.	1st Feb.—Vancouver B.C., 25th Jan. and Shanghai 13th Feb. Mails and Gen.—C. P. R. Co.	
Entin, Ger. s.s.	1,100, Laogachwagen, 11th Feb.	Tsingtau 6th Feb. Coal—J. & Co.	
Fukushu Maru, Jap. s.s.	1,090, T. Ito, 19th Feb.	Swatow 18th Feb. Gen.—B. & S.	
Haitan, Br. s.s.	1,183, J. S. Roach, 19th Feb.	Foochow 16th Feb. Amoy 17th and Swatow 18th Feb. Gen.—D. & Co.	
Helene, Ger. s.s.	771, J. Kayser, 17th Feb.	Quiloon 13th Feb. Rice—J. & Co.	
Johanne, Br. s.s.	972, V. Inland, 18th Feb.	Saigon 13th Feb. Rice—J. & Co.	
Joshin Maru, Jap. s.s.	72, H. S. Smith, 19th Feb.	Swatow 14th Feb. Gen.—O. S. K.	
Kaifong, Br. s.s.	984, Mathias, 9th Feb.	Cebu and Iloilo 4th Feb. Gen.—B. & S.	
Komano Maru, Jap. s.s.	3,147, N. Matheson, 18th Feb.	Nagasaki 14th Feb. Gen.—N. Y. K.	
Laertes, Br. s.s.	1,340, J. B. Jackson, 6th Feb.	Saigon 1st Feb. Rice—Chinese.	
Laisang, Br. s.s.	3,460, E. J. Todd, 18th Feb.	Calcutta 1st Feb. Penang and Singapore 11th Feb. Gen.—J. M. & Co.	
Lennox, Br. s.s.	2,357, F. McNair, 16th Feb.	Moji 11th Feb. Coal—M. B. K.	
Locksley, Ger. s.s.	1,020, W. Taubert, 18th Feb.	Angkor 10th Feb. Rice—B. & S.	
Loyal, Ger. s.s.	1,060, P. E. Christmann, 18th Feb.	Bangkok 6th Feb. Rice—S. W. & Co.	
Marie, Ger. s.s.	1,160, P. E. Christmann, 18th Feb.	Saigon 13th Feb. Rice and Rice-Meal—C. C. S. Co.	
Nam Sang, Br. s.s.	4,035, P. M. B. Lake, 14th Feb.	Yokohama 1st Feb. and Moji 10th Feb. Coal and Gen.—J. M. & Co.	
Nippon Maru, Jap. s.s.	6,168, W. Greene, 14th Feb.	San Francisco 14th Jan. and Shanghai 9th Feb. Mails and Gen.—N. Y. K.	
Pania, Br. s.s.	2,744, A. Dixon, 11th Jan.	San Francisco 7th Dec. and Portland, Or. 19th Jan. Flour—O. & O. S. S. Co.	
Pongtong, Ger. s.s.	998, W. Bötterf, 8th Feb.	Bangkok 24th Jan. Rice and Rice-Meal—B. & S.	
Trocas, Br. s.s.	Carriac, 9th Feb.	Pulo Sambo 2nd Feb. Bay of M.—Meyer & Co.	
Vancouver, Br. s.s.	3,140, McDougall, 14th Feb.	Newcastle 23rd Jan. Coal—S. T. & Co.	
Vansang, Br. s.s.	1,128, F. Rolfe, 18th Feb.	Manila 15th Feb. Sugar and Hemp—J. M. & Co.	
Zafro, Br. s.s.	1,610, R. Rodger, 17th Feb.	Manila 14th Feb. Hemp and Sugar—S. T. & Co.	

February 20th, 1908, a.m.

Ship	From	Agent	Date
Viadivostok, 7 a.m.			
Nemuro, 6 a.m.			
Hakodate, 5 a.m.			
Tokio, 4 a.m.			
Kochi, 3 a.m.			
Nagasaki, 2 a.m.			
Kagoshima, 1 a.m.			
Oshima, 12 a.m.			
Naha, 11 a.m.			
Bonin Is., 10 a.m.			
Chelso, 9 a.m.			
Weihowai, 8 a.m.			
Kinkiang, 7 a.m.			
Shanghai, 6 a.m.			
Guizai, 5 a.m.			
Sharp Peak, 4 a.m.			
Amoy, 3 a.m.			
Swatow, 2 a.m.			
Taihuo, 1 a.m.			
Taiwan, 12 a.m.			
Koshu, 11 a.m.			
Pescadores, 10 a.m.			
Canton, 9 a.m.			
Hongkong, 8 a.m.			
Victoria Peak, 7 a.m.			
Gap Rock, 6 a.m.			
Macao, 5 a.m.			
Hoihow, 4 a.m.			
Pakhoi, 3 a.m.			
Phulien, 2 a.m.			
Tourane, 1 a.m.			
C. St. James, 12 a.m.			
Amoy, 11 a.m.			
Legaspi, 10 a.m.			
Bacolod, 9 a.m.			
Unio, 8 a.m.			
Cebu, 7 a.m.			
Labuan, 6 a.m.			

Steamers Expected.

Arrivals.

Ship	From	Agent	Date
Asia, Manila	O. & O. Co.	Feb. 21	
Flintshire, Singapore	S. T. & Co.	Feb. 21	
Mouthshire, Singapore	S. T. & Co.	Feb. 21	
Patronia, Singapore	M. & Co.	Feb. 21	
Tilliwong, Japan	N. Y. K.	Feb. 21	
Aki Maru, Japan	N. Y. K.	Feb. 21	
Spezia, Japan	N. Y. K.	Feb. 21	
Kagoshima, Singapore	H. A. L.	Feb. 21	
Hokutsu, Singapore	H. A. L.	Feb. 21	
Kleis, Singapore	M. & Co.	Feb. 21	
Arratona, Singapore	D. S. & Co.	Feb. 21	
Mongolia, Japan	P. M. & Co.	Feb. 21	
Arabia, Japan	P. M. & Co.	Feb. 21	
Prix Ludwig, Genoa	M. & Co.	Feb. 21	
Mailla, Sydney	M. & Co.	Feb. 21	
Emp. of India, Vancouver	C. P. R. Co.	Feb. 21	
Nicomedia, Astoria	F. & A. Co.	Feb. 21	

DOCK RETURNS.

Ship	From	Agent	Date
Neil McLeod, at Kowloon Dock			
Sorsogon, " "			
Pavia, " "			
Amigo, " "			
Cyklop, " "			
Shantung, " "			
Kailong, " "			
Germania, " "			
C. Diederichsen, " "			
Oscar II, " "			
Eutin, " "			
Zafro, " "			
Naushan, Cosmopolitan			
Haliotis, Aberdeen			

The Ships Passed Canal.

18th January—Laertes, Kleis, Sackin, Monmouthshire, Salsuma, Antiochus, Patroclus, 19th February—Bennett, Pakling, Kanagawa Maru, Palma, Sambla, Pathon, Tonkin, Segovia, Tamba Maru, York, 28th January—Saila, Hohenstaufen, Myrmidon, Nyansa, Benavon, 31st January—Armand Brille, Louther Castle, Sikh, Ajax Malchaire, Andre, Rickmers, 4th February—Glenhurst, Borno, Persia, Diomed, Pelus, Bendoran, 7th February—Idomeneus, Polyneus, Belgarda, Scandia, P. E. Friedrich, Inaba Maru, Wakasa Maru, 11th February—Zephyr, Memnon, Ceylon, 14th February—Leyland Maru, Salaste, Stentor, Jansz, Nils, Slawenty, 18th February—Benavon, Hudson, Survia, St. Nicholas, Para, Borno, Helena Rickmers, Dormund.
Arrivals at Home—18th January—Nore, 21st January—Achilles, Hitachi Maru, China, (Aus.) Glenora, Tourane, Candia, 24th January—P. R. Luffold, Sileto, (Ger.) 27th January—Syria, 28th January—Maitani, Canton, 31st January—York, Laertes, Sackin, 1st February—Armand Brille, Kanagawa Maru, 7th February—Indraamha, 11th February—Segovia, 13th February—Nyansa, 14th February—P. E. Friedrich, Malchaire, Scandia, 18th February—Benavon, Salaste, Wakasa Maru, Pathon.

CHINA COAST METEOROLOGICAL REGISTER.

February 19th, 1908, a.m.

Ship	From	Agent	Date
Viadivostok, 7 a.m.			
Nemuro, 6 a.m.			
Hakodate, 5 a.m.			
Tokio, 4 a.m.			
Kochi, 3 a.m.			
Nagasaki, 2 a.m.			
Kagoshima, 1 a.m.			
Oshima, 12 a.m.			
Naha, 11 a.m.			
Bonin Is., 10 a.m.			
Chelso, 9 a.m.			
Weihowai, 8 a.m.			
Kinkiang, 7 a.m.			
Shanghai, 6 a.m.			
Guizai, 5 a.m.			
Sharp Peak, 4 a.m.			
Amoy, 3 a.m.			
Swatow, 2 a.m.			
Taihuo, 1 a.m.			
Taiwan, 12 a.m.			
Koshu, 11 a.m.			
Pescadores, 10 a.m.			
Canton, 9 a.m.			
Hongkong, 8 a.m.			
Victoria Peak, 7 a.m.			
Gap Rock, 6 a.m.			
Macao, 5 a.m.			
Hoihow, 4 a.m.			
Pakhoi, 3 a.m.			
Phulien, 2 a.m.			
Tourane, 1 a.m.			
C. St. James, 12 a.m.			
Amoy, 11 a.m.			
Legaspi, 10 a.m.			
Bacolod, 9 a.m.			
Unio, 8 a.m.			
Cebu, 7 a.m.			
Labuan, 6 a.m.			

February 20th, 1908, a.m.

Ship	From	Agent	Date
Viadivostok, 7 a.m.			
Nemuro, 6 a.m.			
Hakodate, 5 a.m.			
Tokio, 4 a.m.			
Kochi, 3 a.m.			
Nagasaki, 2 a.m.			
Kagoshima, 1 a.m.			
Oshima, 12 a.m.			
Naha, 11 a.m.			
Bonin Is., 10 a.m.			
Chelso, 9 a.m.			
Weihowai, 8 a.m.			
Kinkiang, 7 a.m.			
Shanghai, 6 a.m.			
Guizai, 5 a.m.			
Sharp Peak, 4 a.m.			
Amoy, 3 a.m.			
Swatow, 2 a.m.			
Taihuo, 1 a.m.			
Taiwan, 12 a.m.			
Koshu, 11 a.m.			
Pescadores, 10 a.m.			

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	122,000	\$125	\$125	{ £1,500,000 £13,500,000 \$210,000 }	\$2,000,387	{ Final of £2 on old and £1.10 on new shares for 1 year ending 31.12.07	5 1/2 %	{ \$70 ex div. London £78
National Bank of China, Limited	99,925	£7	£6	{ £12,735 \$300,000 }	\$71,293	\$2 (London 3/6) for 1907	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$210,058 \$421,959 £125,000 Tls. 100,000 Tls. 48,943 }	none	\$20 for 1906	8 1/2 %	\$242 1/2
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 100,000 Tls. 48,943 }	Tls. 204,474	{ Final of 7/6 per share making in all 15/- for 1906—Tls. 2.65	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$3,000,000 \$456,407 £125,157.15 \$817,628 \$850,000 \$159,143 \$1,988 }	\$1,460,490	{ Final of 5/2 making \$42 for 1906 and interim of 2/3 for 1906	5 %	\$850
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,500,000 \$210,058 \$421,959 £125,000 Tls. 100,000 Tls. 48,943 }	\$394,520	\$1 for year ending 31.12.07	...	{ \$152 buyers \$142 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,500,000 \$210,058 \$421,959 £125,000 Tls. 100,000 Tls. 48,943 }	\$362,980	\$6 and bonus \$2 for 1905	8 1/2 %	\$98
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,500,000 \$210,058 \$421,959 £125,000 Tls. 100,000 Tls. 48,943 }	\$435,235	\$40 for 1905	12 %	\$335 sales
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$204,538 \$30,988 \$250,000 \$50,000 \$7,016 }	\$365	\$1 for 1906	7 %	\$14
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$1,500,000 \$210,058 \$421,959 £125,000 Tls. 100,000 Tls. 48,943 }	Nil	\$4 for year ending 30.11.07	10 %	\$40
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,500,000 \$210,058 \$421,959 £125,000 Tls. 100,000 Tls. 48,943 }	\$27,101	\$1 for 1st half-year ending 30.6.07	6 1/2 %	\$30 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £60,000 £270,000 }	£3,694	5/- for 1906 @ ex 2/2 = \$2.24 per share	3 1/2 %	{ \$40 \$38
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 54,372 £400,000 £1,871 }	Tls. 13,327	Interim of Tls. 14 for account 1907	12 %	{ Tls. 46 Tls. 50
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £1,871 \$65,000 \$32,957 }	172,370	Interim of 1/- (Coupon No. 8) for a/c 1907	4 1/2 %	46/-
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ Tls. 98,000 Tls. 419,479 Tls. 62,000 Tls. 81,200 Tls. 30,000 }	5137	{ \$1.00 for year ending 30.4.1907 \$0.50	4 %	\$25 buyers \$12 1/2 buyers
Taku Tug and Lighter Company, Limited	37,000	Tls. 50	Tls. 50	{ Tls. 98,000 Tls. 419,479 Tls. 62,000 Tls. 81,200 Tls. 30,000 }	18,730	Final of Tls. 2 making Tls. 8 for 1906	12 1/2 %	Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$1,500,000 \$210,058 \$421,959 £125,000 Tls. 100,000 Tls. 48,943 }	\$245,000	\$8 for year ending 31.12.06	7 1/2 %	\$122 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,500,000 \$210,058 \$421,959 £125,000 Tls. 100,000 Tls. 48,943 }	none	Tls. 4 (8 %) for year ending 31.8.06	5 %	\$15 sales Tls. 80
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 48,943 }	Tls. 8,935			
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £150,000 £84,398 }	£11,556	Final of 1/6 (No. 9) for 1907	7 1/2 %	Tls. 15 1/2 buyers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £150,000 £84,398 }	£11,358	No. 12 of 1/- = 48 cents	...	\$8 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$150,000 £84,398 }	\$10,335	\$1.75 for year ending 31.12.06	11 1/2 %	\$15
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	{ \$150,000 £84,398 }	\$3,047	Interim of \$2 for six months ending June 30th 1907	6 1/2 %	{ \$56 old \$54 new
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$150,000 £84,398 }	\$491,580	\$4 for 1st half-year ending June 30th 1907	8 1/2 %	\$98
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 487,210 }	Tls. 10,459	Interim of Tls. 2 1/2 for six months ending 31st October, 1907	7 %	Tls. 85
Shanghai and Hongkew Wharf Company, Limited	56,000	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 487,210 }	Tls. 23,117	Interim of Tls. 8 for account 1907	8 1/2 %	Tls. 213 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 £30,000 }	Tls. 3,388	Tls. 6 for 1 1/2 months ending 28.2.07	6 %	Tls. 105
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$150,000 £84,398 }	\$10,008	\$2 1/2 for year ending 30.6.07	11 1/2 %	\$20 1/2 buyers
Central Stores, Limited	50,123	\$15	\$15	{ \$150,000 £84,398 }	\$9,178	\$1.50 for 1906	13 %	\$14 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$150,000 £84,398 }	\$10,925	\$4 for 1st half-year ending 30.6.07	7 1/2 %	\$104
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$150,000 £84,398 }	\$3,915	{ Final of \$3 1/2 making in all \$7 for year ending 31.12.07 70 cents for 1907 }	7 %	\$100 buyers
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	{ \$150,000 £84,398 }	\$4,621	\$2 for 1906	8 1/2 %	\$30 buyers
Kowloon Land and Building Company, Limited	1,000	\$50	\$50	{ \$150,000 £84,398 }	\$1,089	Interim of Tls. 3 for account 1907	7 %	Tls. 108 sales
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 809,493 Tls. 170,000 }	Tls. 61,978	{ Final of \$2.10 making in all \$4.10 for year ending 31.12.07	8 1/2 %	\$48
West Point Building Company, Limited	2,500	\$50	\$50	{ Tls. 809,493 Tls. 170,000 }	\$1,541			
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 23,276 }	Tls. 8,807	Tls. 2 1/2 for year ending 31.10.1907	4 1/2 %	Tls. 58 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	\$10	\$10	{ Tls. 150,000 Tls. 23,276 }	\$14,269	50 cents for year ending 31.7.07	5 %	\$10
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 Tls. 23,276 }	Tls. 8,519	Tls. 6 for year ending 30.9.06 (8 %)	...	Tls. 55
Lao-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 150,000 Tls. 23,276 }	Tls. 31,469	Tls. 8 for 1906	...	Tls. 72 1/2
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	{ Tls. 150,000 Tls. 23,276 }	Tls. 50,063	Tls. 50 for 1906	...	Tls. 270 buyers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	1,000	£12 1/2	£12 1/2	{ £1,299 Nil }	£618	1 1/2 per share for 1906	9 %	\$7 1/2
China Borneo Company, Limited	60,000	\$12	\$12	{ £1,299 Nil }	Nil	\$1 for 1904	...	\$101 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 Tls. 50,000 }	Tls. 889	{ Final of Tls. 5 making Tls. 10 for 1905 60 cents for year ended 28.2.06 }	...	Tls. 85 sellers
China Light and Power Company, Limited	10,000	\$10	\$10	{ Tls. 50,000 Tls. 50,000 }	\$25,000	80 cents for 1907	9 %	\$8
China Provident Loan & Mortgage Company, Ltd.	25,000	\$10	\$10	{ Tls. 50,000 Tls. 50,000 }	\$3,933			
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ Tls. 50,000 Tls. 50,000 }	\$2,974	\$1.30 for year ending 31.7.07	7 1/2 %	\$17
Green Island Cement Company, Limited	400,000	\$10	\$10	{ Tls. 50,000 Tls. 50,000 }	\$10,804	Interim of 50 cents per share for a/c 1907	8 1/2 %	\$11 1/2
Hall & Holtz, Limited	21,000	\$20	\$20	{ Tls. 50,000 Tls. 50,000 }	\$15,002	\$2 1/2 for year ending 28.2.07	11 1/2 %	\$22 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ Tls. 50,000 Tls. 50,000 }	\$2,953	1 1/2 per share for year ending 28.2.07	6 1/2 %	\$15
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ Tls. 50,000 Tls. 50,000 }	\$4,361	Interim of \$4 for 1 year ending June 30th 1907	9 1/2 %	\$240
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ Tls. 50,000 Tls. 50,000 }	\$4,312	Interim of 80 cents per share for a/c 1907	8 %	\$25
Maatschappij tot Exploitatie van Landbouw- en Industriele Gronden in Nederlandsch Oost-Indië, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 50,000 Tls. 50,000 }	Tls. 27,603	{ Final of Tls. 7 1/2 and bonus of Tls. 2 1/2 making in all Tls. 10 for 1907 50 cents for year ending 31.10.07 }	8 %	Tls. 420 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ Tls. 50,000 Tls. 50,000 }	\$2,655	Interim of Tls. 3 1/2 for 1907	8 %	\$2
Peak Tramways Company (new)	50,000	\$10	\$10	{ Tls. 50,000 Tls. 50,000 }	...	50 cents for year ending 31.10.07	...	\$7 buyers
Philippine Company, Limited	57,500	\$10	\$10	{ Tls. 50,000 Tls. 50,000 }	...	None	...	Tls. 11 1/2 sellers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 }	Tls. 7,990	Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 45 sales
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 }	Tls. 9,751	Tls. 4 for 1905	...	Tls. 64 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 100,000 Tls. 100,000 }	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906	...	Tls. 130 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 100,000 Tls. 100,000 }	Tls. 7,843	Interim of Tls. 5 for a/c 1907	7 1/2 %	Tls. 360 buyers
Shanghai Waterworks Company, Limited	16,350	£20	£20	{ Tls. 100,000 Tls. 100,000 }	Tls. 85,592	Interim of 1 1/2 for account 1907 (old)	...	\$20
South China Morning Post, Limited	6,000	\$25	\$25	{ Tls. 100,000 Tls. 100,000 }	...	Interim of 1 1/2 for account 1907 (new)	...	\$6 sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	{ Tls. 100,000 Tls. 100,000 }	\$41,934	None	...	Tls. 97 sellers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 100,000 Tls. 100,000 }	Tls. 201	40 cents for year ending 31.5.07	6 1/2 %	\$10 b ex div.
Union Waterboat Company, Limited	50,000	\$10	\$10	{ Tls. 100,000 Tls. 100,000 }	\$111	Tls. 6 1/2 for year ending 30.4.07	5 %	\$10
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	{ Tls. 100,000 Tls. 100,000 }	\$1,360	80 cents on 9,000 ord. shares and \$14.80 on 100 Founders shares for year ending 31.5.07	8 %	\$10 1/2
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ Tls. 100,000 Tls. 100,000 }	\$5,482	Interim of 30 cents for account 1907	6 1/2 %	\$5 1/2 buyers
William Powell, Limited	15,000	\$10	\$10	{ Tls. 100,000 Tls. 100,000 }	...	{ Final of 30 cts. making 80 cts. for 1907 year ended 30th June, 1900 }	...	

* These shares are entitled to half of the profits.

Halls.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, DIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ERNEST SIMONS" Captain Girard, will be despatched for MARSEILLES on TUESDAY, the 3rd March, at 4 P.M. This steamer connects at Colombo with the Australian line s.s. *Nera*, bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports. Cargo also booked for principal places in Europe. Next sailings will be as follows:—
S.S. *TORIN* 7th March
S.S. *POLYNESIE* 11th March
S.S. *TOURANE* 14th April
J. MILLET, Agent.
Hongkong, 19th February, 1908. [14]

INDRA LINE, LIMITED.
FOR NEW YORK VIA SUEZ CANAL.
With liberty to call at Malabar Coast.

THE Steamship "INDRANI," Captain MacFarlane, will be despatched as above on the 22nd February, at 3 P.M., instead of as previously advertised. For Freight, apply to JARDINE, MATHESON & Co., Agents.
Hongkong, 6th February, 1908. [99]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA," Captain T. H. Hyde, R.R.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 22nd February, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. *Britannia*, 7,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arabia*, due in London on 4th April, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 8th February, 1908. [7]

Intimations.

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Hongkong, 16th May, 1901. [43]

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